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CHEMISTS AND AERATED WATER MANUFACTURERS,
66, QUEEN'S ROAD CENTRAL.

the annual burning of the Gilding boat, as a propitiatory offering to Neptune, as has been usual for the last century or so. It looked a mysterious ceremony carried out in the darkness of the strange ravine.

The priestess blessed the boat, then it was fired, and gradually the flames mounted higher and higher above the palms, until they reached the flag-dock and masts. The huge crowd was forced back in a large and larger circle by the heat of the blaze.

To Mona each face seemed more strange than the last, as she watched the excited, glistening eyes of the people around her, their quaint features exaggerated in the light of the flames.

Unknown languages and patois sounded on every side, for the peasants came from far and near to witness the ceremony.

Suddenly Mona felt an arm put firmly through hers, and a man drew her away from the outskirts of the crowd.

"I know I am breaking my word, but I do not care; I am absolutely reckless," he said with a strong foreign accent. "Hush, do not answer me. Do what I ask this once, then we will part again—for ever. I tell you you must," he said, as she tried to interrupt him, and make him set her free.

An open carriage was waiting; he lifted her in as he talked. "To the Casino, *mon ami*," he said to the coachman. The man obeyed, and started up the hill at a furious pace.

"It is useless to protest," he said. "I tell you if you refuse I will shoot myself here at your side! It is little enough surely," he added bitterly, "for a man to ask of his wife. Promise me, Yes, or no!"

At all events she dared refuse nothing while they were alone together; the man looked as if he meant what he said.

The romance of the South seemed to have awakened a corresponding spirit in Mona. "Come what may, be what it might, she would do it."

"Yes, or—no, which shall it be?" he demanded again, grasping her wrists.

"Yes," she answered promptly. "But what is it?"

"Here—take this." He pulled out some notes from his pocket and stuffed them into her hands. "Go to the Casino—the farther the better—quite alone, to the right—place, as this card tells you, and bring me the result. Do you understand what it means? I am discovered; they are on my track, to-night is my last chance of escape. I will not go back to Russia—in the end it must mean Siberia. If you win for me to-night I live. But remember—I will keep my word to you. If you lose—well, you are still more free, that is all."

They drew up at the Casino, and as he helped her from the carriage Mona

felt the barrel of his revolver beneath her hand.

"Here is your *carte d'entrée*. Now get—remember, it is my life you are playing for." He left her at the door of the Salle de Jeu.

"I shall wait on the terrace; come to me when you can," were his last words. Mona glanced back before the door swung behind her, but he had disappeared.

The room was thronged with a brilliant crowd, for it was the busiest hour of the night. Every table was in full swing and surrounded by players.

Mona felt intensely excited, but she followed her instructions implicitly.

Was it the Prince's own system? She wondered. Who was he? Why did he not come himself? Would he recognize that she was not his wife upon her return. Above all, should she win? His very life depended on the turn of the cards.

She glanced round. Was anyone else playing for such a stake? She nervously tried to begin, then the magnificent room and the throng of players seemed to vanish. Mona forgot herself utterly; all she knew or cared was that the pile grew beneath her eyes.

Suddenly she looked up, into his hand, and saw the Salle was growing empty, only a few tables were still working. The clock was in sight and she saw that she had been playing for hours instead of minutes.

She felt a sudden shock of horror.

Was she, too, subject to the gambling mania?

And the Prince, where was he?

She gathered up her gold, unconscious of the comments of the few remaining bystanders.

Mona went swiftly from the room and out into the still beauty of the cool night. Her heart was beating strangely as she reached the wide terrace.

The Prince was standing at the end, straining his eyes out to sea. She went rapidly down towards him. He turned and came to meet her, his face haggard and drawn with the long suspense.

To him it meant life and pleasure—Siberia or death.

Mona said nothing; but, with her own young face as pale as his, held out her roll of notes and gold.

"You have won! *Bravo, ma!* You have given me my life! Hark!" A distant roar fell upon her ears. It was the midnight express entering the tunnel of Cap Martin.

He turned swiftly back and caught her in his arms.

"Why were you not always thus?" he cried. "But I keep my word. Farewell for ever!" He kissed her passionately, then set her free, and bounded down the sloping path to the station.

Mona stood alone in the moonlight.

—M. A. P.

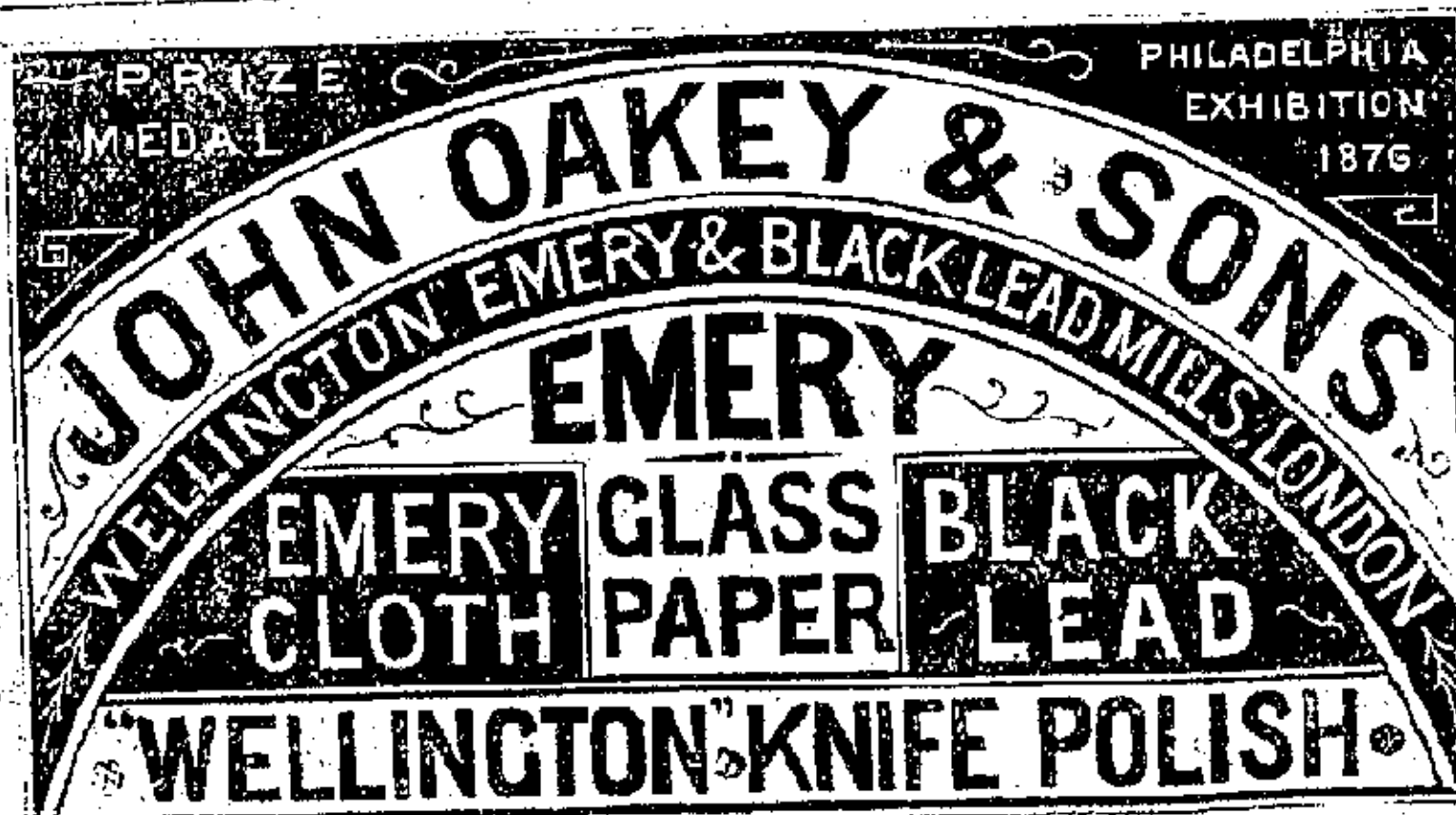
When Women Entertain

at cards, etc., there's some sort of a beverage required—and it ought to be a good beverage for the sake of one's personal satisfaction. Each guest will enjoy

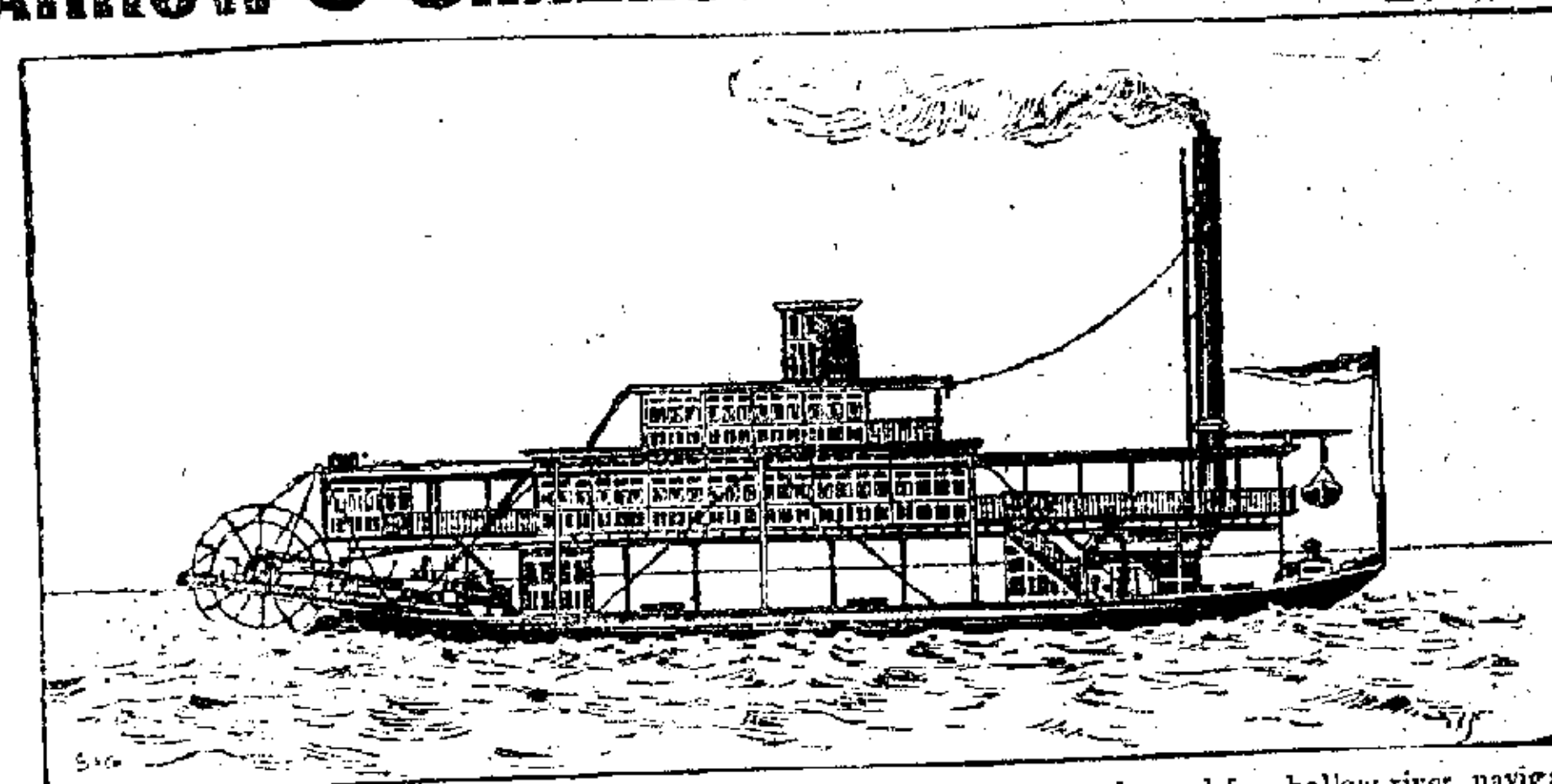
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1589

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ING CHINESE.**
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Goods per *Bowen* not cleared at 4 p.m.

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Goods per *Morlandshire* undelivered after

this date subject to rent.

General Memoranda.

Mosday, November 11

2:30 p.m. Auction of Household Furni-

ture, at "Thurstone," The Peak.

3 p.m. Sales of Crown Land.

Tuesday, November 12

Noon. Meeting of Shareholders of the

China Traders' Insurance Co., Ltd.,

at the Company's Office.

Saturday, November 16

Noon. Meeting of Shareholders of Dairy

Farm Co., Ltd., at Company's Town

Depot.

**THE BEST REMEDY FOR
DIARRHOEA.**

SOME years ago while at Martinsbury,

W. Va., I was taken with cholera

morbus, which was followed by diarrhoea.

The doctor's medicine did me no good. I

was advised to get a bottle of Chamberlain's

Cable, Cholera and Diarrhoea Remedy,

which I did, and it cured me sound and

well. G. A. Morris, Embreeville, Pa.,

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THE HONGKONG DISPENSARY,

QUEEN'S ROAD CENTRAL.

1007

BIRTHS

At Segarimatsu Yamaie, Nagasaki, on the 19th October, the wife of J. J. Shaw, of a Daughter.

On the 28th October, at No. 25 Range Road, Shanghai the wife of DAVID GORDMAN, L.M. Customs, of a Daughter.

At Pakhoi, on the 30th Oct., 1901, the Wife of Dr J. H. Lowry, of a Son.

MARRIAGE

On the 28th October, at the British Consulate, Kobe, before J. C. Hall, Esq., H.B.M.'s Consul, and afterwards at All Saints' Church, by the Rev. G. H. Davies, PHILIP ARTHUR FREDERICK CARLTON to ELIZABETH THORNBOROUGH, of California, U.S.A.

The publication of this issue commenced at 5.40 p.m.

The China Mail.

HONGKONG, TUESDAY, NOVEMBER 5, 1901.

THE Protocol recently signed in Peking imposes upon the government of China a heavy burden. It also humbles her in a way hitherto unknown, and in a manner she will not soon forget. The only question now is will the Chinese loyally comply with its terms? As soon as the pen is dry, where they are outside the pressure of the foreigner, will they do, or will they prevaricate? Many of the Articles are such that European provision and supervision can insist on their fulfilment. Some have been already complied with, as, for example, Article 1 (part a) which provides for the expatriation of Chinese from Germany. It is our purpose to confine our remarks to Article X., by which it is agreed that the famous proclamation—with others to be decided on—issued by the Government on February 1, shall be posted throughout the empire during the space of the next two years. Here is an opportunity for evasion. There are many parts of China through which foreigners never travel. There are large districts visited by missionaries only, who, unless requested to do so, would not regard it as their duty to report on the question. Yet our Consuls are interested, and, when the chance occurs, take steps to ascertain how far this Article is ignored and how far it is complied with.

The promulgation of this proclamation will be a great blow to the haughty egotism of the *liberals*, many of whom have even yet but a vague and distorted conception of the sad events of 1900. This Edict will, however, assuredly enlighten them and the threats contained therein will no doubt cause them to talk somewhat seriously over their wine cups, and swear somewhat deeply when their naturally lethargic minds awake to apprehend the issues involved. The proclamation itself is somewhat illogical. The onus of the recent outrages is charged against the 'villains' of the Big Knife and the Boxer Societies. So much, of course, was foreseen. No one would expect the Chinese Government to accept the responsibility when so convenient a scape-goat could so easily be found. In the future, membership with these Societies means death. There is nothing new in this. But the officials, from the highest to the lowest, are to be held absolutely responsible for good order within the sphere of their jurisdiction, and any remissness means instant and irrevocable dismissal from office. But worse is to follow, for the gentry are informed in the plainest language that all cities and towns where riots occur will be debarré from sending any candidates to the great competitive examinations for the space of five years. Amidst much verbosity and many platitudes, these threats are clearly enough stated. We said that the provisions of the Protocol are humiliating. We may add that this proclamation of this Edict is humiliating too. China practically confesses that an arm stronger than its own has got hold of things and that the fiat has gone forth—'Go no further, you have attempted enough.' It has been demanded and it has been conceded that the Edict shall be promulgated for the space of two years. We all know the fate of the average Chinese Edict. It is posted up to-day, and, if its contents are obnoxious to the people, torn down the following evening; if harmless, it is rendered illegible in a short time by the rain and sun. It is obvious, therefore, that unless special measures were adopted, bill-stickers would not lack employment during the coming months. Moreover, it is not sufficient that this Edict be posted up in a few of the most important cities. It must appear throughout the length and the breadth of the empire—in the provincial and district cities, agricultural towns and through all big villages—so that the 300,000,000 inhabitants of China, men,

women and children, whether they can read or not, may at least see it, and know that something unusual is going on. Here, then, is an opportunity for testing the good faith of the Chinese Government, for they can avoid the conditions of this Article without much danger of discovery. We have recently had a good opportunity of testing the *bona fides* of the officials, in this matter, and it must be admitted that as far as our observations warrant us in forming an opinion—and they have been somewhat wide during the last few weeks—the Government are loyally redeeming their promise and they have made serious attempts to make known the provisions of this Edict.

In the first place, it is not posted up on the usual walls, on which the average notice appears, but for the most part high up out of the reach of the fingers of the dissatisfied, and under archways through which crowds pass to and fro, and where no wind or rain can destroy it. The Edict has been mounted upon thin frames of wood, and its face has been glazed with native polish, and then it has been placed in places where the common proclamations seldom or never appear. Every precaution has been taken to assure that it shall continue to inform its readers, for at least some considerable time, of the danger hanging over them if they disobey the injunctions contained therein. We have met with it in many out-of-the-way places. In provincial and district cities, of course, it has appeared. But we have found it in safe and conspicuous places in small market towns and even hanging at the doorways of important village ancestral halls. On the whole it can be fairly said that the Government have done their best to make known to the people that they have been guilty of atrocious outrages, and to warn them with a view to prevent any repetition thereof. The officials now in power, moved either by fear of consequences, or prompted by the desire to make all possible amends for the past, have done their duty in a way that commands commendation, and should the reactionary party come into power, as most probably they will, when the Court and its satellites return to Peking, the latter will not be able to undo what has been done, nor take from the people the knowledge which this Edict has imparted. The Government are entitled to all credit for what they have done. It now remains with the representatives of the Foreign Powers to see that the threats of excommunication against offending officials and the *liberals* are no mere idle words. Under the new conditions now obtaining in China, the European Governments can, if they will, enforce these threats, whenever need should arise. Let us hope that they will resolutely and unflinchingly do so, but rather let us hope that the future will give no occasion therefor.

A Japanese Cement Company.

The Onoda Cement Company of Yamaguchi Ken, which has been in great difficulties for some time (says the *Kobe Chronicle*) has made an arrangement with its creditors, who have agreed to accept its debentures with interest at the rate of 10 per cent. per annum, the amount owing, ¥400,000, to be paid in 17 instalments between December 1903 and 1910. The company, which already exports to Shanghai and Manila, has now arranged to extend its business to Port Arthur and Tientsin, where the Russian authorities have hitherto been dependent for supplies of cement on Odessa at a price of between ¥7 and ¥8 per cask. The original cost of the cement manufactured at Yamaguchi is about ¥4 per cask, so it is estimated that the Japanese cement can be sold at ¥5 per cask at Port Arthur. But if the initial cost is ¥4, it is clear ¥5 per cask would give a very small profit after expenses of freight are deducted. There is also the question of quality to be taken into consideration. It is stated that the company's plant can turn out 100,000 casks a year, but the amount now made is only 81,000.

Consumption.

Consumption is a disease dreadful in its effects. It is widely prevalent, its germs are everywhere, and only those persons in robust health are safe, comparatively, from its attack. If you have a hacking cough, weak lungs, impure blood, a weakened constitution, you are an easy prey to consumption, and should take steps at once to build up your health. It is no longer necessary to punish yourself by starving, and retching, trying to force down the old-time odd liver oil or the Bluebottle. That custom belongs to the days of the tailor-dip, stage-coach and the use of sulphur for sweetening. Stearns' Wine of Cod Liver Oil contains the medicinal essence of Cod Liver Oil in a heightened degree of activity, and will do all that Cod Liver Oil will do, and more too. This accounts for the curative effects of Stearns' Wine of Cod Liver Oil in consumption, and all diseases where the system is weakened and enervated. At all Chemists, and Wholesale from A. S. Watson & Co., Ltd., Hongkong.

LOCAL AND GENERAL

Notes by the Way.

The Osaka Tea Manufacturing Co. pays a dividend of 8 per cent per annum.

Sunday was the anniversary of the Emperor of Japan's birth. He was born in 1862.

Japanese are thinking of taking over Chang, Chih-tung's Cotton Mill at Wu-chang.

Dr Morrisio, the *Times* correspondent, arrived at Shanghai on the 25th ult. on his way to Hankow.

The N.R.A. medal at Shanghai has been won by Sergeant Macintosh, of the Police Force.

The Emperor of Japan has conferred on Mr E. A. Hewett, the retiring Chairman of the Shanghai Municipal Council, the Fourth Class Order of the Sacred Treasure.

Mr Yoshida has contracted with Director-General Shing to establish a telephone service at Peking, Hankow, and Canton. The cost is ten million yen (¥), which China is to provide.

The first shipment of sugar imported at Nagasaki since the enforcement of the new Sugar Consumption Tax Law was landed on the 16th ult. It amounted to 908 bags, and was consigned to Messrs. Jardine, Matheson & Co.

Kobe is gradually being acknowledged as the premier port in Japan. The latest report, which rests the *Kobe Chronicle* believes, on a very good foundation, is that the P. & O. Company will in the near future transfer its head office for Japan from Yokohama to Kobe.

The Duke of Duchess of York completed the last stage of their westward trip from Vancouver to Victoria and back on board the C.P.R. steamship *Empress of India*, which afterward resumed her mail service and arrived here last week. Special apartments were fitted up for the use of the royal passengers, and before disembarking the captain and officers of the ship were presented to their Royal Highnesses, who thanked them for the efficient service rendered during the trip.

Fire.

Yesterday, a pile of coal, at Yaumati, belonging to A.R. Marty and Co., took fire. The Yaumati fire engine was summoned and gave the coal a good soaking. It is not known what the damage is, as the fire seemed to be located in the centre of the heap. The floating fire engine remained in the vicinity to prevent the flames breaking out anew.

Arrival of Sir E. Satow.

H. M. S. *Blenheim*, flying the Minister's flag at the fore, arrived in the Harbour this forenoon. His Excellency Sir E. Satow, British Minister at Peking, landed shortly after two o'clock and was received at Murray Pier by a Guard of Honour and the Band of the Royal Welch Fusiliers. The Governor's entourage was in waiting and the Minister at once proceeded to Government House, where he is to be the guest, during his stay in Hongkong, of His Excellency Sir Henry Blake.

Waste of Water.

A resident has called our attention to the way in which water is recklessly wasted in Kowloon, where it is always so scarce. On Sunday, he says, he saw eight Indian soldiers drive away a little girl from the street hydrant situated at the junction of Robinson and Austin Road, and commence their ablutions, allowing the water to run from both taps at one time. They ought, he says, to be compelled to fill their buckets and carry the water to barracks and a considerable quantity of water would be saved.

Another Loss to the Police Force.

Lance-Sergeant George (No. 49) died this morning at the Government Civil Hospital. He had been ill for a week, being subject to epileptic fits, and the ultimate cause of death was pneumonia. He joined the Hongkong Police from the Plymouth force about three years ago, and was one of its most popular members. A leading athlete, he took part in all sports of the Colony. He was also a popular singer and took a lively interest in police matters. He was a native of London and only 23 years of age.

Serious Assault.

At the Magistrate's, to-day, D. J. Murphy, chief mate, residing at No. 10, Centre Street, was charged with assaulting his wife. Mrs. Murphy appeared in the witness box and her face showed unmistakable marks of brutal treatment. Defendant admitted striking her under great provocation. Mr Kemp inflicted a penalty of 25, with the alternative of six weeks' imprisonment. Defendant was also ordered, on a personal bond of \$200, to keep the peace for six months. The prisoner, sternly addressing his wife—'Look here, you got the fine. I'll look after the 2500.' Mrs. Murphy went away and returned shortly afterwards with the fine, which was paid.

LOCAL AND GENERAL

Death of a Prominent Chinaman.

Hsu Shou-feng, whose death from apoplexy at Peking was reported by special telegram last night, was formerly Chinese Minister to Corea. He was recalled to Peking to assist Li Hung-chang in the negotiation with the Foreign Ministers.

Pictorial Post-Cards.

The souvenir post-card craze has reached its height in Germany. The Imperial Post Office instituted a check for a week, and discovered that the daily average of these pictorial mementoes of travel reached the enormous total of 1,444,938. The postage paid on these cards averaged £3.400 per day.

The French China Association.

A meeting was held at the French Municipal Hall, Shanghai, on the 28th ult., when the following gentlemen were elected to serve as a provisional committee of the newly-formed French China Association: Messrs P. Brunat, G. H. Wehrung, Mayer, Mondon, Racine, Robert, Tillot, and Toche.

Educational.

The Peking correspondent of the *N.-O. Daily News* writes:—Dr Martin has moved into the Imperial University buildings. The English School under Professor Al-lardyce is also established there as the germ of the future resuscitated University. The Chinese officials, especially the members of the Foreign Office, are proposing to resuscitate the Tung Wen Kuan, which is regarded as a part of the Foreign Office, depends on the revenue of the Customs, and is under the management of Sir Robert Hart. If this is done, Professor Oliver will probably resume charge of the School.

New Steamship Line for Shanghai.

A new line of steamers between Shanghai and Ningpo has been established, and the ships will soon be ready for service. The undertaking is being engineered by a business man in Shanghai whose success in the past is a guarantee that this development will meet all the requirements of the large public, foreign and Chinese, who have occasion to travel between the two ports. The arrangements made, in fact, are claimed to provide in a higher degree than any of the existing lines for the comfort of the passengers, and will 'doubtless give the highest satisfaction. The promoter has had a long experience in maritime affairs, and is sparing no expense to make the new line a popular one from its birth. It will be interesting to watch the progress of the venture, for which there is plenty of room.

Foreign Buildings in Peking.

The Peking correspondent of the *N.-O. Daily News* writes on the 22nd ult.:—The Legation Quarter is still filled with busy workmen, the Customs houses requiring the largest number. The German guard-house on the city wall is nearly completed. We fear it will affect the feng-shui of Peking. The Germans are proposing to build a Protestant Chapel; they have three chaplains here and in Tientsin for the German contingent. The French are to put up a Catholic Church opposite the Legation. The British contingent must be satisfied with the little Church of England chapel in their Legation. The Catholic Mission is also putting up a large International Hospital adjoining the Russian quarter and opposite the American. This hospital is intended to be for foreigners, not Chinese. The American Methodist Mission and Peking University have much larger grounds than before, along the city wall to the east of the Legation limits. In fact all the missions have expanded in property since the siege.

Smart Sentences for Perjury.

To-day, in the Supreme Court, the plaintiff and his witness in a summary jurisdiction suit brought before His Honor T. Sercombe Smith, Acting Puisne Judge, were very smartly dealt with for lying in the witness box. Lam Fook, head diver in the employment of the Hongkong and Whampoa Dock Company, Limited, sued Tang Ko, master of the On Cheong shop, Yaumati, for \$500 and interest due on a promissory note alleged to be made and signed by the defendant in favour of the plaintiff. The plaintiff gave evidence saying that he lent the money through an old man named Wong Piu, who negotiated the loan, and that the promissory note was produced by the defendant's accountant, who was now alleged to be dead. Wong Piu corroborated the statement made by plaintiff. The defendant denied making any promissory note in favour of plaintiff, and His Lordship, after verifying through the Stamp Office as to who requisitioned for the stamped paper, found that the plaintiff himself was the party who applied for the stamped paper. Mr. Hays, solicitor, who appeared for the plaintiff, thereupon withdrew from the case, and His Lordship awarded judgment with costs in favour of the defendant. He also ordered Lam Fook to prison for three months with hard labour for perjury, and for the same offence Wong Piu was sent to jail for fourteen days without hard labour—this in consideration of his age, 61 years.

Stearns' Wine.

There is no remedy so good, none so nice. Sold by all chemists; wholesale from A. S. Watson & Co., Ltd., Hongkong.

LOCAL AND GENERAL

Hongkong Hockey Club.

The opening game will take place on Thursday next, 7th inst., commencing at 4.30 p.m., on a new ground to the North of the Hongkong Football ground. Members who possess sticks are requested to bring them, as the Club is at present short of sticks.

Where is De Wet?

Max O'Rell tells a story of De Wet in the *New York Journal* which may not be new or true, but makes very good reading. An English officer was pointing out to Mrs De Wet how impossible it was for her husband to escape the cordon of troops which was drawn around him. As Mrs De Wet seemed unable to understand him the officer placed a dozen eggs in a circle on a table, with a half-crown piece in the middle. The eggs, he explained, were the English, the coin, pointing to a portrait of De Wet on the wall, was her elusive husband. It was an excellent object lesson, and it was perfectly successful. 'I see,' said the simple Dutch woman in excellent English; 'but where is De Wet?' And the half-crown piece had disappeared.

An Insurance Case.

The *Kobe Chronicle* of the 23rd ult. reports:—Judgement was delivered yesterday in the *Kobe Chibo Saibango* in the suit brought by Mr E. W. Maitland, Acting Agent of the China Traders' Insurance Co., Ltd., of No. 65, Yamashita-cho, Yokohama, against Mr Tokuda Tasaburo, a Japanese residing at No. 14, Kitagawa-dori, 5-chome, Kobe. The claim was for the recovery of yen 2,718 paid by the plaintiff's company on 260 bales of cotton yarn damaged by sea-water, the damage, it was alleged, being due to carelessness on the part of the men in charge of the lighter in which the goods were shipped, the cargo being capsized and the yarn thrown into the sea. Judgement was entered in favour of the plaintiff, and defendant was ordered to bear the costs of the Court.

A Hong Golf Match.

On the 27th October, the annual golf match between Ewo and Wayfoong came off, and resulted in a win for Ewo by four holes. Five gentlemen represented each of the hongs, and played as follows:

EWO.	WAYFOONG.
C. Stewart	J. C. Dyer
E. Anton	C. S. Addis
W. N. Fleming	N. J. Stabb
W. G. Gresson	H. G. Gardner
R. Sutherland	A. J. McClure

Stewart and Dyer were both in fine form, and finished all even, but Anton, by steady play, managed to come out 10 up on Addis. Wayfoong had the advantage in two matches, for Stabb ended 6 up on Fleming, while Gardner beat Gresson by 1 up. Sutherland further added to Ewo's score, however, by beating McClure 2 up, so that on the day each hong has two wins and a draw, and Ewo led by 4 holes.

The Formosa Channel Trade.

We recently made some remarks on the neglect shown both by the Nippon Yusen Kaisha and the Osaka Shosen Kaisha of the coasting trade in Japan, while so much energy is spent upon the foreign services. We now note (says the *Kobe Chronicle*) from an Osaka paper that between July and September this year the Chinanpo line of the Osaka Shosen Kaisha, which may almost be included in the *honn* services, made a profit of someyen 40,000, while there was a loss on the Yangtsze service of about yen 50,000. The position of the company, however, shows a steady improvement. The Douglas Line, which is the great rival of the company in its Formosan service, has proposed to arrange a conference regarding freight and passage, and it is expected that the competition will end in the purchase of a part of the Douglas Line fleet. According to a report on the working of the O.S.K. recently presented to the Formosan Government, dealing with the period from April to June last, the receipts from cargo, on the Formosan line showed a decrease of some ¥4,000 as compared with the corresponding period of last year, in consequence of the general depression of trade; but the receipts from the passenger traffic showed an increase of some ¥37,000, leaving a total profit of some ¥19,000. This is equal to about 25 per cent. per annum when the cost of the steamers and the capital for the service is taken into consideration. The receipts of the South China service for the same period showed an increase of some ¥21,000 in the receipts from freight and of some ¥80,000 in the receipts from passengers, showing a total profit of ¥27,000, equal to a little over 8.7 per cent. per annum of the cost of steamers and amount of capital. While the coast service showed a great falling off in the early part of the year, there has been a considerable increase in traffic since last month, and on some lines cargo has frequently to be shut out. It is estimated that the profits of the company since July this year will show a considerable increase over the profits for the same period of last year. As the books now stand an average profit of over 6 per cent. is estimated for the present half-year.

They decide that a man is a myth after he is dead and can't defend himself.

When two girls become an 'ohmy' you never see one without the other look out, they're deadly enemies.

LOCAL AND GENERAL.

The Reported Loss of the 'Sungari.'
Rumours circulated in Vladivostok that the Russian Volunteer Fleet steamer *Sungari* had foundered have happily proved to be unfounded. Kobe exchange learns that the vessel has arrived safely at Nagasaki, and was despatched again for Vladivostok on the 26th ult.

Boxing Challenge.

The fight on Saturday evening has produced a challenge from Stoker George Smith, H.M.S. *Whiting*, to box any man in the Colony at 10 stone 6 lbs. for \$1000 upwards a-side. Sam Bentley, the winner of Saturday's encounter, is preferred. The terms of the challenge appear in our advertising columns.

Christmas and New Year Cards.

Messrs Kelly and Walsh have now on view a large assortment of handsome specially-designed Christmas and New Year Cards. These cards, chaste in design, in addition to the usual seasonal greetings, contain views of notable places in Hongkong and pictures of Hongkong street-life.

Claim for Work Done.

Yesterday, in the case of Tang Tai E. B. J. Barlow, which was heard in summary jurisdiction of the Supreme Court before His Honour T. Sercombe Smith, Acting Puisne Judge, on Thursday last, in which the plaintiff, a firm of engineers, claimed from the defendant, a consulting engineer, the sum of \$900 for work done and materials supplied, his Lordship awarded judgment for the plaintiffs, and Mr Bratton for the defendant.

A Serious Oversight.

At the Magistracy yesterday, before Mr Hazland, Captain Schultz, of the *s.s. Leong Moon*, was charged, on the complaint of Mr E. C. Lewis, Assistant Postmaster-General, with having, on 15th October, failed to deliver to the Post Office, immediately on his arrival in this port, certain bags of correspondence carried on board the steamer. Defendant—I did not know the mail was on board, and knew nothing about it till we got to Shanghai, when the chief officer told me that the mail had not been discharged here.—His Worship—You mean that the fault lay with the chief officer? Defendant—Yes, because he signed for the mails.—Mr Lewis—I have satisfied myself that the captain, although legally responsible, had no knowledge of the mail being on board and has been led into this trouble by his chief officer. I don't press for a heavy penalty.—His Worship—I do not mean may say to inflict a smaller than \$10.

Birthday Celebrations at K'ai-feng.

The *N.-C. Daily News* publishes the following as from native sources:—News received from Peking reports the receipt in that city by the Chinese Plenipotentiaries of a special order from the Empress Dowager, through the Grand Council, giving instructions that when (if ever) the Court returns to Peking from K'ai-feng, all Princes and nobles, Manchus and Chinese officials, civil and military, high and low, staying in the capital at the time shall army themselves in full Court costume and proceed to the 'Tien Chiao' or Celestial Bridge, inside the Yungting gate of Peking, there to await the arrival of Their Majesties in humble procession by the roadside as a mark of respectful welcome to their returning Sovereigns. The special decree also broadly hints that the celebrations in honour of the 67th birthday anniversary of the Empress Dowager are to be held at K'ai-feng, in which case the Plenipotentiaries—in this instance it will be only Viceroy Li Hung-chang as his colleague—Prince Ching will certainly be with the Court at that time—are to take the lead in performing the congratulatory obsequies before the tablets on which are inscribed the names of the Empress Dowager, the Emperor and the Empress on the seven days—three days before, and three days after—the anniversary itself, the 20th November—next—as prescribed last year by the Board of Rites, after the same manner as was performed on her Majesty's birthday last November while the Court was absent from Peking. It will be observed from the above that the Reactionaries at Court still continue their childish efforts at trying to headwind not only the Foreign Ministers at Peking but also the people of the Empire into believing that the Court is in full march for Peking, which is written out plainly enough at the beginning of each Imperial decree issued for the past month, by them; but towards the end of each document just as people ignorant of the 'ways that are dark and tricks that are vain' begin to think that the Court is actually going to keep its promise of an early bona fide return to the capital, there is sure to be found a casual remark or two beginning with a large 'if' which destroys the value of the whole document.

TO THE PUBLIC.

ALLOW me to say a few words in praise of Chamberlain's Cough Remedy. I have a very severe cough, and feared I would get pneumonia, but after taking the second dose of this medicine I felt better; three bottles of it cured my cold, and the pain in my chest disappeared entirely. I am now feeling very healthy. I am S. Mervin, 44, Rutter's St., Wheeling, W. Va., U.S.A. For Sale by All Dealers. WATKINS & Co., Ltd., General Agents.

TELEGRAMS.

[CHINA MAIL'S SPECIAL SERVICE.]

THE CHINESE NAVY.

Kindly Offer by Russia.

(From Our Own Correspondent.)

SHANGHAI, November 5.

Russia offers the Chinese northern squadron winter quarters at Port Arthur, demanding, in exchange, control of the reorganisation of the Chinese navy.

PRINCE CHUN ORDERED NORTH.

Prince Chun has received orders to proceed, by the steamer *Asping*, on Saturday, by way of Taku, Peking and Chongting-fu, to meet the Court on this side of Kaifeng-fu.

SOUTH AFRICA.

Louis Botha in Command of the Attack on Benson's Column.

LONDON, 3rd November, 1901.

Commandant-General Louis Botha was in command of the Boers in their attack upon Colonel Benson's column. The British guns, it appears, were so situated that neither side was able to touch them. The Boer loss is estimated at between 300 and 400.

MESSAGE FROM THE KAISER.

The German Consul-General, Dr. W. Knappe, received the following telegram:

BERLIN, October 26.

Sending my kind wishes for the inauguration of the Church, I present to the German Evangelic Parish in Shanghai for their Church an altar-window dedicated to the memory of my Minister Baron von Ketteler. May the gift admonish the members of the parish to be true till death to their Christian faith and the fatherland.

CONSPIRACY AGAINST THE SHAH.

BERLIN, October 25.

A conspiracy against the Shah has been discovered in Persia. Two brothers of the Shah and a number of high officials have been arrested.

LOSS OF A SWEDISH STEAMER.

Kobe, October 27.

The Swedish steamer *Oscar* was lost off the Island of Yezo about the 10th instant. Of her crew, three survivors have reached Sapporo.

CRICKET.

NAVAL YARD C.C. & HONGKONG POLICE C.C.

This match was played at Happy Valley on the ground of the latter Club, and resulted in an easy win for the Police. Launder was in fine fettle with bat and ball, taking 7 wickets for 15 runs and scoring 26 not out. Pitt also laboured finely for the Police. For the losers, Messrs Ormsby and Makoveyoff were most successful with the bat, Brailley doing best with the ball. Scores:—

HONGKONG POLICE C.C.

Pitt, retired 22
Jolley, b Brailley 4
Rutledge, b Ormsby 0
McHardy, b Brailley 1
Abbley, b Brailley 1
Launder, not out 26
Debeney, not out 6
Wade, b Hogard 0
Brown, Did not bat
Earner 0

Extras 17

Total for 9 wickets 77

NAVAL YARD C.C.

Brailley, b Launder 1
Hogard, b Launder 0
Ormsby, b Debeney 11
Hogard, c Debeney, b Launder 3
Makoveyoff, c Wade, b Launder 15
Lee, c McCarthy, b Launder 1
Cole, b Launder 6
Hyndman, b Pitt 0
Smyth, b W. b Launder 0
Humphreys, not out 0
Extras 3

Total 43

Education in Japan.

The Japanese Educational Department has decided to establish two more Higher Industrial and Commercial Schools in the Country next year, and to increase the subsidies given to schools for the training of pupils in business principles from yen 270,000 to yen 320,000.

JUMPED ON A TEN PENNY NAIL.

THE little daughter of Mr. J. N. Powell jumped on an inverted cake made of ten penny nails, and thrust one nail entirely through her foot and a second one half way through. Chamberlain's Pain Balm was promptly applied, and five minutes later the pain had disappeared and no more suffering was experienced. In three days, the child was wearing her shoes as usual, and with absolutely no discomfort. Mr. Powell is a well known merchant of Portland, Va., U.S.A. Pain Balm is an antiseptic, and heals such injuries without inflammation and in one-third the time required by the usual treatment. For Sale by All Dealers. WATKINS & Co., Ltd., General Agents.

THE SOUTH AFRICAN WAR.

THE ATTACK ON COLONEL BENSON'S COLUMN.

Safety of Lieutenant Jackson.

The community of Hongkong will be pleased to learn that Sir Thomas Jackson received a telegram from London last night containing the reassuring intelligence that his son, Lieutenant Jackson, 1st King's Own (Royal Lancaster Regiment), who was A.D.C. to Colonel Benson, was quite safe, and had not even been wounded in the recent attack on Colonel Benson's column.

CORRESPONDENCE.

A QUERY.

To the Editor of the 'CHINA MAIL.'

Hongkong, Nov. 4, 1901.

Sir,—Can you tell me who is the author of the enclosed lines. There seems to be the touch of a master hand in them, but the journal from which I cribbed them gives no name.—Yours, BAMBOO.

MAGERSFONTEIN.

If you go to Magerfontein at the breaking of the day.

You can see the ladies marching as the mist is rolled away.

Oh you will hear no footsteps coming And no steady beat of drumming.

But just hold your breath and listen While the hail tops flash and glitter.

And you will hear the bugles play.

For it's Wauchop's laddies marching at the breaking of the day.

And the sullen Dutchmen mutter At the message that they utter.

And they think of Magerfontein where the prize of Scotland lay.

For they know, while Wauchop's coming Without sound of feet or drumming.

That the flag the ladies bled for will float there all the day.

Till the granite of the North Land like the mist is rolled away.

And the ghosts leave Magerfontein ere the breaking of the day.

[We have never seen the lines before. Perhaps some of our readers can give 'Bamboo' the information he desires.—Ed. C.M.]

RAT CATCHING EXTRAORDINARY.

To the Editor of the 'CHINA MAIL.'

Hongkong, Guy Warkes Day.

Sir,—The accompanying cutting has suggested to me that instead of bringing out expert rat-catchers from England, or buying specially-made Government-pattern traps in Hongkong, it might be efficient and more economical to import a rat-catcher from Amoy, which would apparently insure that the plaguey rodent would either die of starvation (for he could hardly find food) or be smothered by the live bait. Typhoid would almost surely ensue, and the sought-for epidemics would be raging with fatal consequences to all rats.—Yours,

GUY FAWKES.

RAT CAUGHT BY AN OYSTER.—RATS are the quickest of creatures, and oysters the slowest. It is, therefore, surprising to learn that an oyster caught a rat. This happened in the shop of a fishmonger. The latter was awakened one night by an astonishing racket going on in his shop. He thought burglars were trying to break in. When he cautiously entered with a light he saw nothing unusual. The noise was made with equaling, was proceeding from a dark corner. There he found a rat frantically attempting to get down his hole, but prevented from doing so by a plump oyster that had hold of his tail. The rat's tail had happened to enter between the shells of the oyster, the former was struggling about for food, and the shells immediately closed and held him fast. Then his ratship jumped for his hole, dragging the oyster with him. This—

For every evil under the sun—

There's a remedy or there is none.

If there isn't, never mind it.

A COMPLAINT.

To the Editor of the 'CHINA MAIL.'

Hongkong, Nov. 4, 1901.

Sir,—I should like through the columns of your widely-circulated paper to offer a few remarks on the conduct of the povers allow such a thing as the following to happen. The Hongkong Police Cricket Club have been in possession of a pitch in the centre of Happy Valley nearest the grandstand for years. This pitch was rolled and marked for play on Saturday, November 2.

A match between the Police and Naval was started on this ground at 2.30 p.m., and it was found that the wicket nearest the football ground came five feet into the field of play; as no flags were posted up to show that a football match was to be played, the game was started.

The match had been in progress about an hour and a half when the newly-formed 'Rangers' appeared on the scene, and engaged in a match with H. M. S. *Ocean*.

Up to the time of their starting, no flags were laid out, but the inner football pitch was already laid out with flags, and no one playing on it. Why could not the 'Rangers' have played on that? Instead of doing so or coming and asking in a civil manner if the cricketers would desist (which I am sure they would have been only too pleased to do), they came through one individual in a blustering way telling us that we had no business there.

The individual, who was rather offensive in his remarks as to service men, would be insulted if anyone called him anything but a gentleman. Of course, I know that service men are at a discount in this Colony. As regards the gentlemen, well, all I can say is that I am pleased to belong to the *Imperial Volunteers*. None out *nungman* is the time to put a stop to all these antiquated ideas, and for all Britishers to pull together for the harmony of the Colony.

Noting that this, my puny effort, may do something to raise the Sports Committee out of their dormant state, and endeavour to arrange so that no other such unpleasantness may occur again, I am, Sir, &c.

FIAT JUSTITIA QUI CUCULUM.

Your constitution, like a ten-dollar gold piece, goes to the four winds when once you break it.

A man who all his life goes complacently along with the hideous growth of infamy on his soul gets broken-hearted if misfortune happens to break him bold-headed.

NOTES FROM PEKING.

(From Our Own Correspondent.)

THE PEKING-TIENTSIN RAILWAY.

The traveller who visits Peking at the present time has the pleasure of being landed at the new Ch'ien Men Station of the Tientsin-Peking railway (at an extra charge of fifty cents), which brings him about a mile nearer his probable destination than he otherwise would be. The first train to make this new trip ran on the opening day of October, but there is only one each day which stops there, the others going as before to the Station in front of the Temple of Heaven. The track to the Ch'ien Men leaves the main line at some little distance outside the Yung Ting gate (on the south face of the southern city), and runs around the south-eastern part of that city, entering through an opening in the wall, and joining the track of the new railway to Tung Chou, which the British have been industriously making during the months when there was the opportunity. That line is now so far completed that land-cars, &c., can pass over it, although it is by no means wholly ballasted, or fit for the general use to which it will be put. It does not appear that the Chinese have been consulted about it at all (though this may have been the case), as in China it is so much easier to arrange for the continuation of innovations which are already accomplished facts, than to secure the right to make them. One is surprised to see that the united road from Tung Chou and the Ch'ien Men track of the Tientsin line crosses the great street of the Ta Ta at grade, instead of having the rails sufficiently elevated to allow the passage of carts underneath. It is much to be feared that owing to the invincible carelessness of the Chinese the result may be many serious accidents at this place—which would be a pity.

THE LU-HAN RAILWAY.

On the western side of the Ch'ien Men is the terminus (at present without any station house) of the Lu Han railway, which is now completed nearly or quite to Cheng Ting-fu, an important city not far from the entrance through the Ku Kian (Pass) into Shanai. The Lu Han road crosses the great Shan Chih Men street outside the gate also at grade, but the travel there is not so great as on the Ha Ta Street. In both cases the innovation is of a revolutionary character.

THE INNOVATIONS.

Those who have the best means of forming a judgment do not anticipate that when the Court returns to Peking these improvements will be done away with, pressure of a judicious sort being doubtless applied to prevent it. But the various openings through the walls of the Imperial city which the military have made, it seems hardly likely will be left open. They are, to be sure, an immense convenience, and for Westerners even indispensable, but it is otherwise with the Chinese (and Manchus) who do not, like us, worship at the shrine of Economy in time, labor, and trouble. Indeed the absolute needs of time which in the aggregate are needlessly wasted by the denizens of Peking owing to the absence of gates at the corners of the city walls can never be computed by the finite mind.

THE TUNG CHOU RAILWAY.

Just what is to be the future of the railway now opened to Tung Chou it is impossible to say, but it is easy to forecast that it may be one of considerable importance—possibly being ultimately extended as a strategic measure to Shan Hui-Kuan, though as an investment it could not be expected to repay its cost. During the troubles of the past year and a half no Chinese city was more thoroughly (or indeed deservedly) destroyed than Tung Chou. It has now lost the storage of the tribute rice, which it has enjoyed for centuries, and the mountains of bags are now being transported by rail to Peking direct. Not only so, but the handling of the grain tribute, which has always been the life-blood of the city in the employment which it has given to armies of men, furnishing a living directly or indirectly to the whole city, has also completely and probably finally disappeared, reducing to abject misery great numbers of people. Besides this, the prefectural examinations, which have been one of the mainstays of the prosperity of the city, are also cut off for the next five years. These causes combined would seem to have ruined Tung Chou irremediably. Yet it is the centre of a fertile and populous region, and the river traffic will continue to whatever the numbers of railways, owing to its far greater cheapness. The centre of the city was literally blown to pieces, looking as if it had been tossed in a blanket, by a tremendous explosion of powder stored in a small building on the wall over the north-western water-gate, soon after the troops occupied the city. From the middle of the city to the east gate, almost every shop or other building on the great central street was burned, and for some weeks after the military occupation, aside from the Chinese who were employed by the soldiers, the population did not appear to amount in all to five hundred men. Now, however, we hear that the city is being reoccupied, perhaps two-thirds of its original numbers being in residence. What they are doing for a living we do not know, but the Chinese are a versatile folk, and, as their proverb runs, 'When circumstances are not to be had, re-entrance becomes valuable.'

SHANGHAI AUTUMN RACE MEETING.

Stewards:—B. A. Clarke, Esq., Chairman; A. V. Butler, Esq.; F. Gove, Esq.; J. A. Liddell, Esq.; R. Macgregor Esq.; J. A. Poot, Esq.; E. A. Frost, Esq.

First Day.—Tuesday, 5th November.

THE SUBSCRIPTION PLATE.—Value, Tls. 200. Second, Tls. 50. Third, Tls. 25. For Subscription Values of this Meeting. Weight for inches as per scale. Entrance, Tls. 5.—Three-quarters of a mile.

Golden Bell 1

Annie 2

Innocence 3

Time—1. 20.

THE CRIBBAGE STAKES.—Value, Tls. 300. Second Pony, Tls. 50. If five or more starters, Third Pony, Tls. 25. For China Ponies. Weight for inches as per scale. Entrance, Tls. 5.—One mile.

Desert King 1

Set 2

The Dasher 3

Time—2. 45.

THE MAIDEN STAKES.—Value, Tls. 300. Second Pony, Tls. 50. Third Pony, Tls. 25. For China Ponies that have never run at any Meeting. Weight for inches as per scale. Entrance, Tls. 5.—Three-quarters of a mile.

Annie 1

Desert King 2

The Dasher 3

Time—1. 32.

THE MALDEN PLATE.—Value, Tls. 150. Second Pony, Tls. 50. For China Ponies. Weight for inches as per scale. Entrance, Tls. 5.—Half a mile.

Baldan 1

Revel 2

Esperance 3

Time—5. 50.

THE KOBE-YOKOHAMA CRICKET MATCH.

An Unpleasant Episode.

The Japanese Herald of the 17th ult., brings a serious accusation of partiality against one of the umpires in the interport cricket match. After some remarks on the true duties of arbiters, our contemporary continues:—

'We make these observations in consequence of what is alleged with regard to the conduct of one of the umpires who has been on duty during the late cricket contest, that his judgements appeared to be biased in favour of his party, and if such umpire is unaware of the unbalance that some of his decisions gave, which is quite possible, for he may have been misled by an unconscious bias, it is well that he should know that considerable, and we may say very general dissatisfaction is expressed at what is considered to be the unfair propriety of some of his rulings, and if he should ever be appointed to act again as umpire he should be more distrustful of the rightfulness of his judgment, in doubtful cases, when he may be called upon to act.'

In England, it is now ruled that in cases which are not quite clear, and what are therefore disputable, the decision should be given in favour of the batsman, and had this been acted upon during the late match here no ground for complaint would have been afforded. It is a pity that in the friendly contest which has just taken place in Yokohama, any umbrage should have been given by an umpire's decisions, for this has a tendency to mar the friendly feeling which should prevail on all sides. In future when umpires have to be appointed to act on behalf of the contestants, it would be as well that the name of those nominated should previously be submitted for approval, because to object afterwards is then too late, and it would be ungracious, in other respects objectionable, to veto appointments after they have been publicly announced. We refrain from giving the names of the party complained of as entirely unnecessary, since the blame attaches to one of the umpires alone, and no mistake can well be made as to whose conduct is animadverted on.

In consequence of the above accusations a representative of the *Kobe Chronicle* from the attention of Mr G. C. Murray, the captain of the Kobe team, to the article.

'I have already seen the statements in the *Japan Herald*, said Mr Murray, 'and I can only say that they are evidently made on hearsay evidence and not by a cricketer. There can be no doubt as to the particular umpire the article refers to, and probably the cause of the trouble is to be put down to the number of H.M.S. given. An umpire has a difficult task to perform, and if an unfortunate series of coincidences occur he is generally blamed.'

'Do you consider there is any warrant for the accusations?'

'None at all. There was only one case where I might have differed from the umpire in question if I had been in his place, and in that case the player was out in the next over, so it did not make any difference. As a matter of fact, I appealed to the umpire myself in two of the cases of H.M.S. from where I was fielding at slip. E. B. S. Edwards was the only player who I heard make any objection to the decision. I consider the article, added Mr Murray, 'an unwarranted accusation of ungentlemanly conduct. I have received a telegram from the captain of the Y. C. & A. disavowing it.'

'Will the umpire allude to take any action in the matter?'

'The article is certainly libellous, but except for a libel I don't think it is worth much notice of. It is evidently written by a non-cricketer on hearsay evidence, and we all know the best umpires are to be found on the boundary.'

The *Kobe Chronicle* also publishes the following letter:—

'With reference to the ungentlemanly criticism of the decisions of one of the umpires in the recent interport match appearing in Thursday's issue of the *Japan Daily Herald*, in fairness to our opponents I beg to inform you that I am in receipt of a letter from the Committee of the Y. C. & A. disclaiming all knowledge of the article, and repudiating the implied accusation.—I am, &c.,

G. C. MURRAY.

Captain K.C.C.

A VIOLENT ATTACK OF CROUP CURED.

'LAST winter an infant child of mine had croup in a violent form,' says Elder John W. Rogers, a Christian Evangelist, of Foley, Mo., U.S.A. 'I gave her a few doses of Chamberlain's Cough Remedy and in a short time all danger was past and the child recovered. This remedy not only cures croup, but when given as soon as the first symptoms begin, will prevent the attack. It contains no opium or other harmful substance, and may be given as confidently to a baby as to an adult. For Sale by All Dealers. WATKINS & Co., Ltd., General Agents.'

To-day's Advertisements

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CONSULTING MARINE ENGINEER.

AND

NAVAL ARCHITECT.

Damage, Collision and Wreck

Surveyor.

18, Bank Buildings.

Telegrams: 'PENDIDO.' 2244

CHALLENGE.

GEORGE SMITH, Stoker, H.M.S.

Whiting, an willing to BOX any man in the Colony, no colour barred, at 10 stone 6 lbs., give or take 2 lbs., for the amount of \$1000 upwards.—Sam Bentley, winner of the Phillip's fight, preferred.

H.M.S. *Whiting*, Hongkong.

Hongkong, November 5, 1901. 2239

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1 No. 5 (6 x 7) CARTRIDGE KODAK.

1 No. 3 (4 x 5) " "

1 No. 1 PANORAMA " "

Apply to

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Hongkong, November 5, 1901. 2246

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Hongkong, November 5, 1901. 2242

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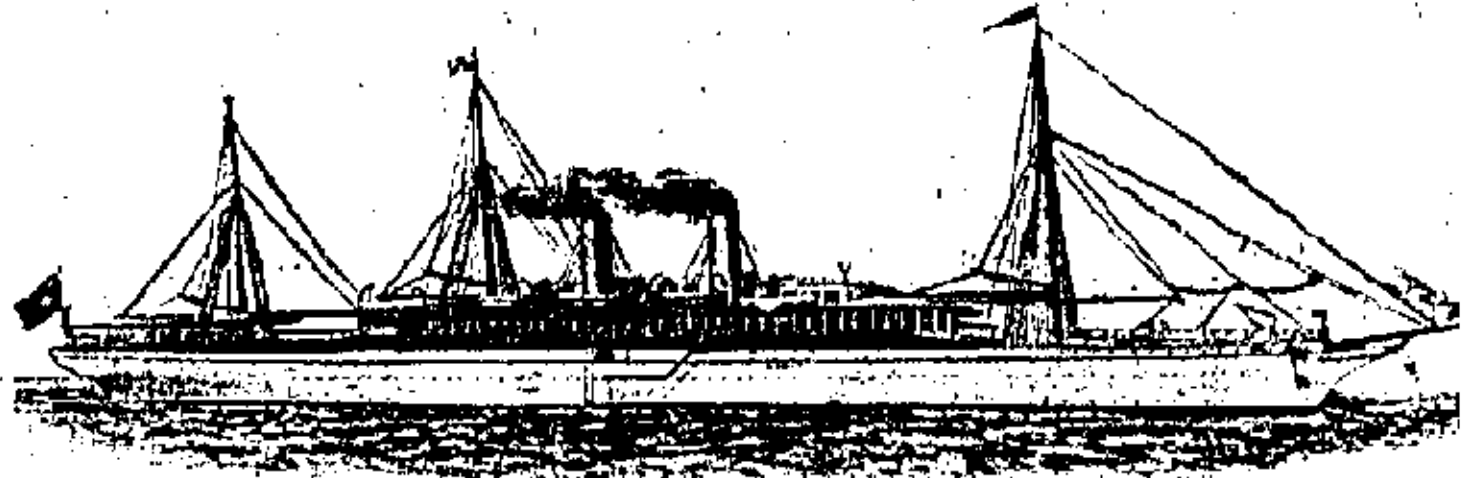
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THE Undersigned have received instructions from H. A. RUTHE, Esq., to

Sell by PUBLIC AUCTION,

Shipping.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
(Callings: SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
SAFETY—SPEED—PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.
Saving 4 to 7 Days across the Pacific.
Proposed Sailings from Hongkong.
(Subject to Alteration.)

*TARTAR, 4,425 Tons, Comdr. E. BERTHIAU, R.N.R., WEDNESDAY, 6th Nov., 1901.
*EMPEROR OF INDIA, Comdr. O. P. MERRILL, R.N.R., WEDNESDAY, 20th Nov., 1901.
*ATHENIAN, 3,882 Tons, Comdr. H. MORAY, R.N.R., WEDNESDAY, 4th Dec., 1901.
*EMPEROR OF JAPAN, Comdr. H. PIERCE, R.N.R., WEDNESDAY, 18th Dec., 1901.
*EMPEROR OF CHINA, Comdr. R. ARCHER, R.N.R., WEDNESDAY, 15th Jan., 1902.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Journey, and make connection at Vancouver with the PACIFIC COAST LINE of the CANADIAN PACIFIC RAILWAY, which leaves daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports and around THE WORLD. Return tickets to various ports at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRIP (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

Special Extra Service.

The Company's Extra Steamships "ATHENIAN" and "TARTAR" have now been placed on the Line between CHINA AND JAPAN PORTS AND VANCOUVER, as additional sailings.

In addition to the excellent First Class Passenger accommodation, the "ATHENIAN" takes 2nd and 3rd Class Passengers with accommodation on the Pacific, and also Steamers. The "TARTAR" takes First Class and Steamer Passengers only. The run is usually made between YOKOHAMA AND VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,
PEDDER STREET, 1112

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL DISPATCH VESSELS to the Undermentioned PORTS on the DATES named:—

FOR SHANGHAI, PENANG, SINGAPORE, F. J. COX, 14th Nov.
FOR SHANGHAI, PENANG, SINGAPORE, F. W. VIBERT, R.N.R., 9th Nov.
FOR SHANGHAI, PENANG, SINGAPORE, R. A. PETERS, 9th Nov.
FOR SHANGHAI, PENANG, SINGAPORE, G. W. GORMAN, R.N.R., 13th Nov.
FOR SHANGHAI, PENANG, SINGAPORE, G. W. GORMAN, R.N.R., 13th Nov.
FOR SHANGHAI, PENANG, SINGAPORE, G. W. GORMAN, R.N.R., 13th Nov.

PASSENGER SEASON 1902.

MARSHALLS, PLYMOUTH AND LON. 29th March.
DOX Direct without Transshipment. 12th April.
* See Special Notice.

For Freight only.
For Freight and Passage, and further information, apply to

H. A. RITCHIE, Superintendent,
P. & O. S. N. Co.'s Office,
Hongkong, November 5, 1901. 759

CHINA NAVIGATION CO.,
LIMITED.

FOR SHANGHAI, PENANG, SINGAPORE, F. J. COX, 14th Nov.
FOR SHANGHAI, PENANG, SINGAPORE, F. W. VIBERT, R.N.R., 9th Nov.
FOR SHANGHAI, PENANG, SINGAPORE, R. A. PETERS, 9th Nov.
FOR SHANGHAI, PENANG, SINGAPORE, G. W. GORMAN, R.N.R., 13th Nov.
FOR SHANGHAI, PENANG, SINGAPORE, G. W. GORMAN, R.N.R., 13th Nov.
FOR SHANGHAI, PENANG, SINGAPORE, G. W. GORMAN, R.N.R., 13th Nov.

For Freight and Passage, apply to

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AGENTS.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, THIRIST, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAVRE, BREMEN AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. *Seydlitz*, Capt. FORBES, 16th November, Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. *Marburg*, Capt. ZACHARIE, 30th November, Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. *Suevia*, Capt. BORKE, 14th December, Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. *Servia*, Capt. BRENNER, 28th December, Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. *Nürnberg*, Capt. MAYER, 6th January, 1902: Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE

Queen's Buildings, No. 1.

Shipping.

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NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE, N.E.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers. Sailing Dates.
KLAUSCHOU (HAMBURG-AMERIKA LINIE) WEDNESDAY, 14th November.
BAYERN WEDNESDAY, 27th November.
STUTTGART WEDNESDAY, 11th December.
KONIG ALBERT WEDNESDAY, 25th December.
PRINZESS IRENE 8th Jan., 1902.
PRINZ HEINRICH WEDNESDAY, 22nd January.
PREUSSEN WEDNESDAY, 5th February.
HAMBURG (HAMBURG-AMERIKA LINIE) WEDNESDAY, 19th February.
SACHSEN WEDNESDAY, 5th March.

ON WEDNESDAY, the 13th day of November, 1901, at Noon, the Steamship KLAUSCHOU, of the HAMBURG-AMERIKA LINIE, Captain LEWIS, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on Monday, the 11th November, Cargo and Specie will be received on board until 5 p.m. on Tuesday, the 12th November, and Parcels will be received at the Agency's Office until Noon on Tuesday, the 12th November. Contents of Packages are regulated. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardsesses. Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to Melchers & Co., Agents.

NORTHERN PACIFIC STEAMSHIP CO.

Proposed Sailings from Hongkong.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

Northern Pacific Railway Co.

Steamer.	Tons.	Captain.	Proposed Sailing.
<i>Clatsop</i>	3328	J. Barker	November 14
<i>Bayan</i>	3601	W. Watt	November 26
<i>Wendell</i>	3235	G. Cartner	December 10

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR AND EASTERN CITIES OF THE UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.

Excellent accommodation. First class Table. Doctor and Stewardsesses carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental train day and night; TACOMA to NEW YORK in 44 days. Magnificent scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

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The best route to the KODAKER GOLD FIELDS. Frequent sailings from Victoria, TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Ports on application. Special rates allowed to members of Government Services. For further information as to Passage or Freight, apply to

Dodwell & Co., Limited, General Agents.

Hongkong, November 2, 1901. 422

OCEAN STEAMSHIP COMPANY

OUTWARDS. SAILING DATES.
FROM GLASGOW AND LIVERPOOL. 16th November.
GLASGOW AND LIVERPOOL. 16th November.
GLASGOW AND LIVERPOOL. 21st November.

FOR HONOLULU. SAILING DATES.
LONDON. 12th November.
LIVERPOOL DIRECT. 13th November.
LONDON. 13th November.
LONDON. 20th November.
LIVERPOOL DIRECT. 10th December.
LIVERPOOL DIRECT. 13th December.

For Freight, apply to BUTTERFIELD & SWIRE.

Hongkong, October 29, 1901. Agents, O. S. S. Co.

2402

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers. Destinations. Sailing Dates.
HIROSHIMA MARU, BOMBAY, Via SINGAPORE and COLOMBO. FRIDAY, 8th Nov., at Noon.
WAKASA MARU, KOBE and YOKOHAMA. FRIDAY, 8th Nov., at Noon.
KUMANO MARU, KOBE (Direct). SUNDAY, 10th Nov., at Noon.
KAMAKURA MARU, MARSEILLES, LONDON, and ANTWERP, Via SINGAPORE, PENANG, COLOMBO and PORT SAID. FRIDAY, 15th Nov., at Daylight.
TOSU MARU, VICTORIA, B.C. and SEATTLE. MONDAY, 18th Nov., at 4 p.m.
KANAGAWA MARU, NAGASAKI, KOBE and YOKOHAMA. WEDNESDAY, 20th Nov., Daylight.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at Prince's Building, 1st Floor, Charter Road.

A. S. Mihara, Manager.

Hongkong, November 5, 1901. 779.

Shipping.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOODCROW (DIRECT.)

THE Company's Steamship ANPING MARU, Captain S. ANZU, will be despatched for the above Ports, on WEDNESDAY, the 6th Nov., at Noon.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.

Hongkong, November 5, 1901. 2165

BEN LINE OF STEAMERS.

FOR SINGAPORE AND PENANG.

THE Company's Steamship BENLARI, Captain KROHLE, will be despatched as above on THURSDAY, the 7th Inst.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, November 1, 1901. 2216

FOR YOKOHAMA AND KOBE.

THE Steamship LENOX, Captain WILLIAMSON, R.N.R., will be despatched as above on or about THURSDAY, the 7th Inst.

For Freight or Passage, Apply to DODWELL & Co., Ltd., Agents.

Hongkong, November 1, 1901. 2224

THE CHINA MUTUAL STEAM NAVIGATION CO., LTD.

TRANS-PACIFIC SERVICE TO VICTORIA (B.C.), SEATTLE AND TACOMA.

THE Steamship OOLPICK, Tons 3,883, Commander J. BARBER, is due here on 4th Nov., and will have quick despatch.

For Freight or Passage and further Particulars, apply to DODWELL & Co., Ltd., Agents.

Hongkong, October 23, 1901. 2231

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship LAISAN, Capt. PAYNE, will be despatched as above on SATURDAY, the 9th Inst., at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, November 1, 1901. 2217

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING, VIA SWATOW AND AMOY.

THE Company's Steamship ANPING MARU, Captain K. SUZUKI, will be despatched for the above Ports on WEDNESDAY, the 13th November.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.

Hongkong, October 31, 1901. 2211

PORTLAND AND ASIATIC STEAMSHIP CO.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION CO., operating the New First-Class Steamships ANDRAVELL, IMPERIAL, KNIGHT COMPANION between HONGKONG and PORTLAND (OR), calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.

THE Steamship KNIGHT COMPANION, will be despatched for PORTLAND (OR), on or about 14th November, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through rates of Freight and further information communicate with or apply to ALLAN CAMERON, General Agent.

Hongkong, October 29, 1901. 2202

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFON, TACOMA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO, AND SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, AND HONOLULU, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, Etc.

Kurewa About 1st Day. Thupa About 20th Day.

THE Steamship Kurewa will be despatched for SAN DIEGO, AND SAN FRANCISCO, Via HAKODATE, MOJI, KOBE, YOKOHAMA AND HONOLULU, on or about 1st December.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to Sailing. Parcel Packages will be received at the Office until the same time. All Parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, October 31, 1901. 2061

Shipping.

COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship ERNEST SIMONS, Captain VAQUIER, will be despatched for the above Ports on or about TUESDAY, the 5th November.

For Freight or Passage, apply to P. DE CHAMPAGNE, Acting Agent.

Hongkong, October 30, 1901. 2207

SHEWAN TOMES & Co.'s NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship ADANA will be despatched for the above Port on or about 8th November, 1901.

To be followed by

THE Steamship ASAMA, on or about 15th December, 1901.

And by

THE Steamship ACARA, on or about the 31st December, 1901.

For Freight apply to SHEWAN TOMES & Co., Agents.

Hongkong, November 2, 1901. 2194



STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITTERANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship COROMANDEL, Capt. F. W. VIBERT, R.N.R., carrying His Majesty's Mail, will be despatched for this Port for BOMBAY, on SATURDAY, the 9th November, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, October 26, 1901. 2188

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG. RICHMOND CASTLE, About 10th Nov. KURDISTAN, About 20th Nov. LENOX, About 15th Dec. OROSKA, About 21st Dec. AFRIDI, About 1st Jan.

HILLOLEN, About 1st Jan. LOUTHER CASTLE, About 1st Jan.

For Freight and further information apply to DODWELL & Co., Ltd., Agents.

Hongkong, November 4, 1901. 2235

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.

(Taking Cargo at through rates to the BRITISH, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE AND ADELPHI PORTS.)

THE Company's Steamship BARQUIS BACQUEREM, Captain BRATIER, will be despatched as above on TUESDAY, the 19th of November.

The Steamer has capital accommodation for passengers. Electric light. A doctor is carried.

For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, October 28, 1901. 2195

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELPHI, NEW ZEALAND, TASMANIA, &c.)

THE Steamship GUTHRIE, Captain McARTHUR, will be despatched for the above Ports on THURSDAY, the 21st November, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, October 28, 1901. 2182

Notices to Consignees.

THE PORTLAND AND ASIATIC S. S. COMPANY.

Intimations.

B. J. BARLOW,
CONSULTING ENGINEER, SURVEYOR AND CONTRACTOR.

PLANS and Specifications Supplied for any Class of Engineering Work. Marine Work a Specialty: Designs prepared for Small Coast Steamers, Light Draught Vessels, Dredgers, Tug Boats, Launches and Barges of any Class or for Special requirements. New and Repair Work supervised. Contractor for the Supply and erection of any Type of Machinery.

Telegrams: "BARLOW" Hongkong.
Telephone No. 74.
P. O. Box No. 40.
Office 3, Beaconsfield Arcade.
Hongkong, November 4, 1901. 1232

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STEEL GRIDDERS and TEES,
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Hongkong, May 29, 1901. 1227

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Splendid Collection of the Latest LONDON
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A B C Code, 4th Edition.
A 1 Code.
Liebig's Standard Code.
Telephone, 232.
Hongkong, July 2, 1901. 1379

Kinghorn & Macdonald,
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CONTRACTORS FOR THE SUPPLY OF ALL
KINDS OF MACHINERY AND
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MESSRS. KINGHORN AND MAC-
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Telegrams: "KINGHORN," Hongkong.
A B C & A 1 Codes used.
JOHN W. KINGHORN,
M.I.M.E., M.I.Mech.E., London.
DONALD MACDONALD.
Hongkong, May 28, 1901. 1048

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under the above title, as
CONSULTING ENGINEER AND
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Estimates for all classes of Engineering
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9 QUEEN'S ROAD CENTRAL.
Hongkong, November 1, 1901. 2221

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Engineers, Shipbuilders,
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OF EVERY DESCRIPTION.

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Hongkong, September 16, 1901. 140

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THE LEADING CHINESE POLITICAL AND
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Entered to the Society of the

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and
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THE MERCHANTS BANK OF

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" 3 ".....3%

J. THURBURN,
Manager, Hongkong.

Hongkong, April 1, 1901. 234

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Banks.

THE CHARTERED BANK OF INDIA,

AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE, LONDON.

CAPITAL PAID-UP.....£800,000

RESERVE FUND.....£200,000

RESERVE FUND.....£200,000

INTEREST allowed on Current Accounts

at the rate of 2% per annum on the Daily

Balance.

On Fixed Deposits for 12 months 4%

" 6 " 3 1/2%

" 3 " 3%

T. H. WHITEHEAD,
Manager.

Hongkong, July 9, 1901. 848

DEUTSCH-ASIATISCHE BANK.

PAID-UP CAPITAL, S'hai Tls. 5,000,000.

HEAD OFFICE: SHANGHAI.

BRANCHES: CALCUTTA, HANKOW,

TIENTSIN, TUNGCHOW.

BRANCHES AND AGENCIES:

TOKYO. KOBE. NAGASAKI.

YOKOHAMA. SHANGHAI. HANKOW.

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